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Curtar Wright has drawn as the bestin asperience of its mone lighties elevent in dealering this new and necessital recents bander.

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When History

NAPOLEON will be reaching far an

AIR MAP, nat a snuff box I

If Newson's out onits a figure in the early 1807s. A feir the Little Corporal, including his trip to Euroja, Today, Necessary and his sobacts postd rewrite part of history by

Modern are transport, destrood to serve millions, will refature Designers of these newer, better planes can, as al-

territor of OSTUDO Seamless Steel Tabusy And, as always, The Obso Sexanders Yube Company, proseer producer continued progress of the procton industry.

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It will per year to look must the extra performance and refery of Stondard Collegation as original factory equipment for high plants. An interesting descriptory folder will be rest



LABOR DAY • 1946

-Time for wise union leadership

Aron Dav, 1966, finds one hopeful element in the relations between American management and labor which was not there on Labor Day, 1986. It cames in recent expressions by a number of namenal leaders of expressed labor that increased *real* wages depend upon in-

wages depend upon inevensed predicating, i.e. increased output per man-hazz. Increased money wages which are promptly effect by higher prices do nobedy any good.

If these expressions

If these expression, which sill research the standard sill research to be occupied by the rank and first of short or each performance, come is be occupied by the rank and first of short or each contrast, and the contrast of the contrast of the contrast, wellbeam of wagness—as well as the carriers—as well as the standard of the carriers of t

eas eely be the barring of an inflationary building with attroduct suffering for workers and the conmunity presently.

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Competition requires management to bear down
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to wage increases. Management, havever, has nowly
make a smore fortherph is stebered; so the imputation
of increasing labor productivity thin that contained
in a recent locus of LAMORE SOUTH SOUTHER SUPPLYS,
as officially publication of the American Perfection
of the Competition of the American Perfection

William Green, the Fuderation president, led off with a "treasure to Ancesom workers." He remarked, "Our major need is increased volume of production." Observing that "wage successes this spring have been paid for by mining prices," the

SPOT CHECK ON LABOR OUTPUT by highly to restorage without increasing pressure.

In the abunda of religible present stateties and living conta depends

and fiving court depends on intransing productivtry in circlian inclusives.

. Here is the challenge to free labor and free enterprise today. Coopense to increase production and raise fluing at an dards without are discounted to the circlian.

pited.)
The importance of its creating production we also recently attracted by white production we also recently attracted has modelle Workers, GLC, who remarked that he many its past as eager management to get the (autom white) indicate into management production of the pited of the production of the pited of the pited

"Organized Labor and Profinethen" written such Marris L. Cooke, remarks that, "The madern labor leader also realizes that to receive a good day's pay a man must do a good day's work sed that increased greductivity has been the visal factor in the country/s industrial, apprenincy and the refailedly high tage

and 'real' wages there labor leaders-on

ATION, September, 1948

Three occasions from the played major roles in to doubling of production per man-hour which it made America the initial and of the read-world. One was the skill and diagnose of America workers. A second was the skill and diagnose American production, to engaging production, the production of the pro

Wartime Record

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erraned shout 40 per cent.

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Since V-J Day, Acasever, Johan, Jed on by a visiguided government, has had do night on higher researy singer united of inspiraring productivity which would have laid the foundation for mercand "real" sugges. Consequently, debilitating industrial stript ended us a round of steps recreases which, in e absence of increased productivity, is being

To Keep Production Holling

Moreover, an Indianted by the surmary of a McGraw-Mill analysis of the current experience of Indianty in narraniage output per nan-base, which appears in the custer of the page, there is hage that the intuities shoul on the experience. After againing delays because of work storagenes, natural abouters, and reconversion geosphateness, further that production is in beginning to vall again. Allowed to will it will not be long before it will be traking the contraction of the contraction of the contraction.

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James N.M. Graw. Jr.

EDITORIAL

America Sets the Pattern To Pioneer the Supersonic

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Research generally and particularly in the did of supervestic prode is finkation; represers and consumes well quantities of governsors and consumes well quantities of governand we entered sinder displastion of sightlast, and we entered infect displayed to the superreposes in a limited number of securities and quantities; and a supervised of the superqualities; and the superqualities, and the supercoloring of the superturned. We must raise full time of the larger values of readerial which has regulated in ACAC as well on this programm and in the markets

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Yeslie E. Turles

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AVIATION, September, 1945

SHOULD THE SURFACE CARRIERS BE

YES, MYS JOHN A. EUBANK, LLM.

Mr. Fahari, chairman of Conseithan on Asso I am of the Fork erel Bar Ass'n of N. Y., N. J. and Corn., has been identified with eviation for 25 or the last 15 as Professor of Asen law at Brookley Law School St. Lawrence Heisersite. Recognized as an authority on aviation jurisprudence, he is a former govarmor of ACCA and is a long-time member of IAS, NAA, AIA, Soaring Society of America and Azro Club of N. Y.

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ALLOWED IN AIR TRANSPORTATION?

NO. 2492 STUART G. TIPTON, General Counsel, ATA

As assistant general course of the Treasury Department, Stuart Tipton played an important part in writing the Civil Acronautics Act of 1938. Later, he became directly associated with CAA serving as estistant general coursel, where he was instrumental in developing safety regulations. He became ATA's first genoral goursel early in 1944 and served as acting president from the death of Col Edger Gorrell until election of Adm. Land.

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Though Nature Hides the Flat-Top Radar "Homes" Its Planes

By recess of this new CCA precision landing approach method, our A system developed by an array has solved the problem of unfoly

Nevy's carriers can extend their operations safely 'round-the-clock, thus preatly increasing their strategic and testical utility.



We're Losing Our Export Markets

By RAYMOND L. HOADLEY. Preside Editor MANAGER Letting their hame markets well, the British have rushed into Letin America-and other grees-to sell circroft in a way that might wall short a ten nermonest trend for our interests to dinest.

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INSPECTION AND SERVICING OF LIGHT-AMPHIBIAN HYDRAULICS

By EDWARD E. THORP

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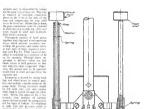


Fig. 1. Fower part combits of thank pump (Fep), whiches values and possibility (FeV), and necessar (right); FeVer hadings one receipt his hance in dark homeofic values. Amongly is to these notice system and right with whose, Element, mixed have feel. Lephage reducedly millerter with 15 deceaped and right with blank for regional.



Fig. 2. Ging whosh allowshor application should be impossible for extensel localities and many. Opinions in fifther in field pumping and many to produce the product of the product from an above the product of the product from an above the product of the product





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AVIATIONS PLEUTITEMANCE NOTEBOOK

Triple Daty Romp Unit Features Servicing Economy



Electrode Solderies Fixture Teems Heet-Support Fanctices



NATURATED STREET, STREET, SECTION SALVESTANCE



Gyra Fixed Patter Pacifitates Disassembly * The pather—designed to remove bearing provis trees give—sted diagnos extend and lock noticine against sides of pivot





Commadent for Olea Work

AVIATION, Supumber, 1966



DEFT DEALERS MAKE AIR SHOWS PAY

By FRANK B. BRING Operators' experience in past displays points up four lay featurealso sellent sales twists—to occupt when shooting for top profit is coming exhibits

FIGURE Print, and a super sering flowers, and the assessment to this specialist. Dealers, The imper our above one school

early in '65, cought most dealers withcut a safferest number of places to

The distributor and the manufact



company's order proposes. Store is National Academ Store build had Aged in Grand Control Prince N 1 C. (Advances about)



Ligh road to the Lowlands

Twice they consoure the sea....driving a back from their pastures and fields and cover and covers ... crossers its waster to perial trade. For the "Flower Darcheson" floor of KLM, the Royal Dutch Arristes. will also the Atlanta on a new blok road of serval and comfort. sub Lockhood Consulfations and the person of World Corlotes

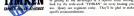






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THE TIMKEN ROLLER BEARING COMPANT, CANTON 6, OHIO



Estimating Plane Performance
—Via Comparison Method

The Transmission of the Tr

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- Applace total drug coefficient, angle engine operation.

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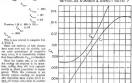
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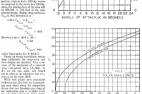
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the high-road total drag coefficient of the comparison design is obtained as 2356 [some \ = .73, as previously mentioned). The value is from in

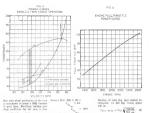
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Upon determination of recenture with C, is determined from the gen-

It is necessary to notate Co. from speed. This also applies to the Ca.

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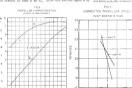
plane total drag coefficient in zero left. at anytared speeds by our of the equa-

Valde II. Total dear coefficient,

 $m_{\Psi} = \frac{c_{\phi_{\psi}} \times \delta_{e} \times P}{341 \times 105} = \frac{c_{\phi_{\psi}} \times P}{644} (0)$

value at $C_1 \equiv 0$ to complete Col. 6, enting condition (see Fig. 4) rate of slimb, the power re-elable at

 $C_{\alpha} = \frac{-3800 \times V_{\mathrm{topt}} \times f_{A1-A1}}{1580 \times 10^{-10} \times 10^{-1}}$



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 $C_{s} = \frac{436 \times 158}{0.38 \times 22.2} = 1.55$ Referring to Pic. 165 Ref. A. s. passiones efficiency. France the from seller is assurdance with the restroid

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nias value of propeller effected, w ole calculation for Table IV a TO mob. flight upond are y around to be 1,560, 2,000,

values are placed as Curve I of Fig. ?

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× c,, Using this applicas door coefficient _ 0002 × 345 _ may Tables V and VI are established for the

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TABLE TE-THRUST HORSEPOWER REQUIRED

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TABLE IX - THRUST HORSEPOWER AVAILABLE

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100	511	.0425	61.0
110	422	0387	73.9
120	356	0363	90.0

0 V	AND	C _s	η	9 N	BHP _{A/Ems}	THP,
80	57	957	64	5550	88.2	56.0
90	63	1065	6.7	2265	898	60.2
100	69	1180	70	2280	90.3	63.2
110	76	1290	72	5310	91.5	660
120	82	1395	.74	2330	92.0	67.7

TABLE TUDOL AR DRACUELARS NEUTRAL

	SHELE		PERATION	
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.3	0041	.0070	0306	0347
4	0073	.0071	.0307	0380
,6	0164	.0079	0315	.0479
8	9588	.0094	0330	.0622
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Design and Construction Of German 109-011 A-0 Turbojet

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AVIATION, Sestember, 7546

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Avro Interests Start Canadian Production

* Terrovers to the North American sercial manufacturing industry

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By JAMES MONTAGNES, Gunday Gussambur, "Autoba" British de-centralisation program ingagarates Western Hemisphere research, dealers, and manufacture of military and commercial

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Forther you bear set on his medication of Tokan II foundation from Salff for MCAS. Com-

PRACTICAL ENGINEERING OF ROTARY WING AIRCRAFT

By PAUL H. STANLEY, Clar Separat. Astrony Concess of Asserts

PTER denses of a votor blade has

other details. It is good practice to

Proceeding established returnedly design criteria. Author Stepley

discusses improved considerations at blade construction, carlied and chardwise balance, and the saf-ton-well-known-but highly effective-Cierve method of blade tracking.

notes black dealer, at which samples CG locations of block elements con-



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Table Swiftensile of Clares's Correction Incidence Method Applied to Set of Bloke Shows in Table 1



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AIRCRAFT ACOUSTICAL PROBLEMS AND POSSIBLE SOLUTIONS

PART IN By K. R. JACKHAN. Clint For Engineer Consolidated Follow Assent Com-

eventures year to the effects of en-On the basis of tests run with the new count cable testing tests. gane speed and power, Fig. 28 to nimes. Arthur Jockman discusses effects of engine speed and power; engine location; coundpreading materials; calculation of

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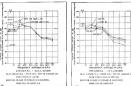
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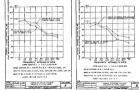


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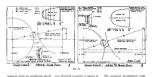
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AVIATION, September, 1946

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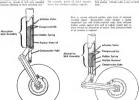
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Novel Landing Gear Shock-Absorber Unit Teoms Rubber Spring With Compressed Air

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AVIATION, September, 1948

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Kellett Developing 10-Place Transport 'Copter

Twin engine 11,400 lb, percentur or carron craft planned for funder. line operations is to moved coasiel informathing raters. Feetured will be received use of corne space, also case at maintenance and service shillty.

New remarkers short-less' processor-nectures \$160 km/s command by \$450V features

AERO-FLIGHT REVEALS ALL-METAL TANDEM TWO-PLACER



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Small Pusher Transport Readied by Baumann

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BRITISH EYEING PROP-JETS FOR NEWLY TESTED AIRLINERS

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A top speed of \$50 mph at \$,000 ft. at 50,590-it green weight in abrauch

New fore-engined Miller and Manifest Rose transports have been designed to take one turbles units. Miles graft is medium-time 14-20 placer with nevel edicatment fee; HP is fererance at arreral new readely scoting 50-64.



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Two New Personal Planes Groomed in Canada and England

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Selling Student Flying Requires a Resourceful Approach

CHARLES A. PARVER Chair Louise Course Splices Applies for

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AVIATION, September, 1945

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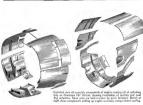
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VITATION, Separates, 1946

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AVEATION, Scientists, 1946

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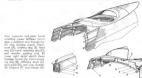
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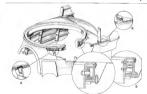
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AVIATION, September, 1946



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THE WASHINGTON WINDSOCK By BLAINE STUBBLEFIEL

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AVIATION, Sectioner, 1985

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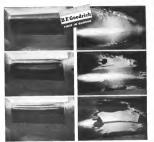
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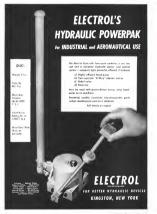


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